THE STATE CAPITAL

The Gas Companies to Get a General Overhauling.

How They Are To Be Made to Bow the Knee and Serve Their Masters.

A NEW LAW TO REGULATE PROCESSIONS.

Devotees of Agriculture Taking Hold of Railroad Questions and the Result.

THE SENATE REFUSES TO TAKE A RECESS.

ALBANY, Feb. 7, 1873.

The gas companies are in fer it again this year, fluences which have hitherto made them the masters of the people—at least the people of New York city—can be brought to bear this session so occessfully as they have been in years past. The two bills introduced in the Assembly by Mr. Ryan and Mr. Burns to-day have apparently, the the people at heart, but not quite as comprehensive as they y might be. Still, judging from what have heard on the subject, it is nere toan likely that the committee to which they were referred will make them broad enough and all-reaching enough to admit of no company's scaping from its provisions. Every one in New York is familiar with the

daily practised by the gas companies; how they made Judge Daly pay an enermous gas bill for gas that was never consumed, while he was in Europe and his house closed and untenanted; how, if any consumer questions a bill he is really sympathized with, but made to "come down" just the same, and how, when he refuses, he finds the gas cut off from his house and discovers there is no remedy in law whatever to have justice done. The gas companies will, doubtless, spend plenty of money to defeat these bills in question and every other bill that any well-intentioned legislator may see fit to introduce; but the dividing line in the gas question in the Legislature during the last year or two has become very strongly defined, and

THE BRIBE-TAKERS AND THE HONEST MEN one from the other. It is high time, in the opinion of many of the leading members, that the monopoly enjoyed by the companies, in New York especially, should be broken down, and measures taken to prevent their growing so strong in their corruptly acquired strength that they can no longer hold the very people by the throat whose dollars and cents are making them richer by millions

every year, will be found in good favor on all sides.

Mr. Ryan's bill requires that upon a written application for gas on the part of the owner or occupant of any building within 200 feet of a main laid down by any gas light company, and en payment by him of all money due to the company, the company must supply all the gas that may be required, notwithstanding that there may be RENT OR COMPENSATION IN ARREADS FOR GAS

the meter pipe, or fixtures furnished a former occupant. If, however, special agreement is made by the owner occupant with the fermer occupant, then this provision is not to be carried out. If, for the space of ten days after the application in if required) of twenty-five per cent above the estimate of the price of gas that will be consumed by the occupant until the first bill is sent in by the company, the companyrefuse or neglect to supply gas as required, it shall ferfeit and pay to the applicant \$50, and the further sum of \$25 for every day thereafter they refuse to supply gas. The bill

NO COMPANY SHALL RETAIN MORE THAN TWENTY-FIVE PER CENT DEPOSIT above the amount of the bill for gas. The comies are also required, at their own expense to lay a service pipe in the inside of any building whose owner or occupant makes a written notice that he desires to be supplied with gas, provided, of course, there is a main pipe within 200 feet of the building. The request must be compiled with within five days after the company is notified. The companies are also compelled to pay interest notice before cutting off the gas from any house. Every report and statement made by its employes the index of the gas meters must be sworn to before a notary public, commissioner of deeds or justice of the peace. Mr. Burns' bill pro-vides that EVERY COMPANY SHALL MAKE AN ANNUAL REPORT

sworn to before a notary public, commissioner of deeds or justice of the peace. Mr. Burns' bill provides that

RYENY COMPANY SHALL MARE AN ANNUAL REPORT

TO THE COMPTROLLER.

of the State. They must state in the report the amount of their capital stock, incomes and predits irom all sources, dividends, shares and extra shares of stock issued, certificates of indebtedness, investments of any kind made in behalf of the companies, and also all other assets. In addition to this they are required to state the amount they may have disbursed for improvements to machinery and works, the sum expended for taxation upon income and all expenditures of any other nature or kind whatever. The report must be sworn to by the President, Secretary and Treasurer of the company, before some officer duly authorized to administer oaths within the State. If, is the opinion of the Comptroller, the report is nat specific enough, he is empowered by the bill to competitione of the act he is to be fined not less than \$500 nor more than \$1.00, or be imprisoned for six months, or be both fined and imprisoned. It is made the duty of the Comptroller every February to report to the Attoring General on the 20th of February such companies that fall to comply with the law, in order that he may prosecute the efficiency such companies that fall to comply with the law, in order that he may prosecute the efficiency and track, and, whenever a procession passes across a street with a track on it and a car is met with, the paraders are to be compelled to break and allow the car to go ahead. In many particulars this bill would work a wonderful deal of good, but as there is now a law on the statute book, passed only as late as last Winter, which gives procession in Any street where the is a railroad track, and the every city in the State would be experiently. And requires them to march in columns of the Police Commissioner as to what street, and therefore will do more harm than good. If its object is to give the travelling public of other cities the same pr

road men and furnouts and switches are not, he certainly would have been morally Responsibile. For The Damnation of the good Man's taking off.

The idea in the first place was terrible—of referring a railroad bill to a committee who are supposed to know all about the intricacles of the growth of the carrot and the bulbous qualities of a good sized head of cabbage, but to dehberately take it out of the hands of men so used to railroad matters as to be able, at a five mile distance, to tell the difference between a locomotive and its cow-catcher was too mucn even for Pierson's good nature. The House enjoyed the joke hugely, but Piersen finaily rose to debate the resolution, and the cabbage judges surink within themselves, overceme by disappointment and despair.

The Committee on Privileges and Elections of the Lower House went to New York to-day, and will sit at the Fith Avenue Hotel to investigate The Oakley coogssmall. Cass.

It will be remembered that Oakley is the Assembly "in" and Coggeshall is the "out." The latter thinks he can slew that Oakley ought to be out and he himself in. Of course, Oakley does not see matters in this light, and says he is going in to win. There may be lots of fun at the Fith Avenue before the committee gets through its work, but it seems to be the general belief here that Coggeshall will not have occasion to trouble his head about Albany much after the committee gets back again. As every member of the committee is a strict temperance man, it is said there was some difficulty in securing the reoms at the Fith Avenue,

WHERE THE BAR BS OHANDY,

and the recollections of eid times committees' doings so redoient, of smeking punches, champagne cocktails and evenings at the opera; but the difficulty was origined ever finally by an agreement that all the champagning should be done by the witnesses. The committee will, it will be perceived, therefore, be able to do justice te plaintiff and defendant though the heavens fall.

The Senate entertained itself to-day with its annual debate on the

urday) it be until Monday at ten e'clock. Then ensued

A WAR OF WORDS,
motions, resolutions, yeas and nays, which lasted an hour and would have compared favorably with any disturbance of the peace in its noise and confusion. Mr. Lewis' proposition was carried on a count by 14 yeas to 13 nays, and Senators who were willing to go yea on the record were somewhat startled at the possibility of actually having to remain over. The far-away country members who cannot get home on Fridays favored the resolution in revenge for the defeat of the ten days' recess, but they had hardly hoped to carry their point. They stuck to it tenaciously when they found they had carried it, and

had carried it, and
BUT FOR THE WEAKNESS OF SOME OF THE OTHER

SENATORS,
who could go home, they would have kept their
point and the Senate would have remained over
Sunday in the duil precincts of Albany. A reconsideration was proposed, but even that was lest,
by yeas 12, nays 14. The resolution was finally
amended so as to let Senators go home to-day and
return on Monday, but in the discussion of it
amendments, points of order, yeas and nays, statements of question, explanations by the Senators
as they voted, flew so thick that Lieutenant
Governor Robinson gave up all pretence of
keeping track of the question; Dayton, the
Chief Clerk, himself was "mixed" a little, and
the united ingenuity of Glidden and Pierson, the
journal clerks, had to be called in to extricate the
Chair from the widerness. In the midst of the
confusion, Madden, who wants

ALL THINGS REGULAR (EXCEPT DRINKS),
tried to straighten matters out by stating the
question in his own way, but he, too, lost the clew,
and as a final element of discord Tiemann stepped
in with a motion to adjourn. This would have
done away with all talk, and would have kept the
Senate over; but it was defeated. Finally the Senate, in despair of getting out of its embroilment, let
things go as they would, and on a vote over some
amendment or other the Chair decided that the
resolution was carried, and the Senate concluded
that they would go home until Monday, though
half of them felt convinced up to the last that they
had only adjourned until to-morrow.

It is quite likely that

THE DEFEAT OF THE TEN DAYS' RECESS PROPOSITION,

from the 14th until the 24th, covers a wish to make the ten days later, in order that Senators may visit Washington during the inauguration ceremonies. Palmer rather took the wind out of the orthodox radicals' sails to-day by proposing a recess from the 28th inst., to the 7th of Marcs, but he is not a Grant man and possibly did not intend to include the inauguration days when he suggested these dates. It would not do for the proposition to come from him, however, as

however, as

THE TRUE REPUBLICAN ELDERS
want all that capital for themselves, and they
voted it down. You will probably hear the same
proposition introduced by the regulars before the
next week closes. The Senate will hardly attend
the ceremonies in a body, though the present is
not a day for precedents, and such innovations are
rather common than otherwise.

OBITUARY.

Joseph Pentland.

day, the 7th instant, at the hour of eight o'clock in the forenoon. He was carried off by an attack of a severe disease which finally stilled the workings of a brain which in more youthful days prompted him to those professional demonstrations of humor and quaintness which have delighted thou-sands and thousands of the young folk, and made children of a larger growth to laugh at moments when the actor himself has been in reality sad at heart. Joseph Pentland, "Old Joe," was a native of Boston. He made his first appearance in New York years ago at Niblo's Garden, in conjunction with Cooke's Royal Circus. In 1841 he was connected with an equestrian establishment known as nected with an equestrian establishment known as the Amphitheatre, and afterwards appeared in Philadelphia in 1846. Since that time he won the foremost rank among equestrian clowns and was for years the most papular and successiul of them. He travelled extensively with many different companies, and last of all appeared with Lent's Circus, in Fourteenth street, from which he retired during the season before last, his infulties having been rendered unreliable by softening of the brain. His age was fifty-seven years. He was principal clown in Howe & Cusning's Circus, and had been in the show business all his life. He was formerly proprietor and manager of a circus. He was very correct in his deportment and speech, and was a strictly temperate man. He travelled, in his projessional capacity, through all the States and Territories of the Union.

ARRESTED FOR ROBBING THE MAILS.

RICHMOND, Va., Feb. 7, 1873. A telegram from Captain John Tracy, Special Agent of the Post Office Department, announces the arrest of C. C. Benks at Beard Court House, Va., for robbing the mail. The case will come up before the United States Commissioner at Lynch-

OPENING OF A LIBRARY ON SUNDAY.

Boston, Feb. 7, 1873. The Boston Common Council has passed an order to open the Public Library on Sundays by a vote of 47 yeas to 10 nays, and the order will be carried into effect next Sunday.

THE POUGHKEEPSIE BRIDGE.

POUGHEREPSIE, N. Y., Feb. 7, 1873. The final surveys and soundings for the bridge across the Hudson at this place are now being made, and it is expected they will be completed early next week.

ALLEGED INCENDIARISM IN MISSOURL

Sr. Louis, Feb. 7, 1873.
Four business houses at Brockfield, Mo., were burned on Sunday night. Loss, \$30,000; insurance small. Mrs. McCarthy, a milliner, and one of the sufferers, was arrested on suspicion of having fired the buildings.

LOCAL ITEMS.

By cable advice from the Chief Constable of Suffolk, England, Detective Dusenberry, of Police Headquarters, last evening proceeded on board of the steamship Parthia, of the Cunard line of steamers, on her arrival, and arrested one Thomas Sayers, for the crime of forgery. The extradition papers are expected in a few days.

the House, but I am inclined to think that it never with ... Merson, from Albany, the great and good look out on the Hudson and Ceatral Railroad ship, and who always has a Keen sye for he reakers alban, got he arily seared to death by a proposition suddenly n lade, when the House was luil of business and the confusion was general, to relieve the Railroad Conjunities from further consideration of the Milk Tarif bill and refer it to the Committee on Ary sufficient this assounding proposition, and had Pierson than and there taken a sedden fit and he had pierson than and there taken a sedden fit and shaken off this septial coil, and gone to where rail-backers, and instabily killed him. Barker was held to answer. Charles Hey, an Irishman, residing at No. 649

THE ZANZIBAR EXPEDITION.

[From the London Standard, Jan. 21.] We have received from a correspondent at Berlin the following extract from a private letter giving a graphic account of the voyage of Her Majesty's ship Briton to Zanzibar, and of the state of things

since the tremendous hurricane, of which we everywhere see signs, the seasons have been frequiar.

In the afternoon we saw Dr. Kirk. He told us everybody wonders what Sir Bartle Frere will do. The hurricane has created such a demand for labor that the conclusion of a treaty will be more than usually difficult. Later we saw the slave market, where there were about one hundred odd slaves exposed for sale. They were very quiet; seemed rather pleased than otherwise when we approached, at the prospect of being bought. The womea were divided into groups, according as they were intended on labor or concubinage. These latter were painted and baubled up. 'The most beautiful could have been bought for £0 sterling.

Just as we were there, an affair connected with the slave trade was being arranged. The holding of the slave market on a special spot was forbidden. The land was the property of an Englishman. Dr. Kirk had written home on the subject. We could not punish the mrn, but Dr. Kirk was instructed by the Foreign Office to deprive him of all rights o. protection as a British subject. The man said that was all ne wanted, as that gave him full grounds for prohibiting the sale on the spot. Dr. Kirk then informed the Sultan that the land being the property of a British subject, another place must be found for the market. While we were there the officers of the Sultan came to announce the prohibition and effect the removal. The people listened, the living goods were collected much as a costermonger would his greenes, and they left without noise and without murmur.

From my knowledge of the steaming powers of the Enchantress, Sir Bartle Frere can hardly arrive here before the 227th. Should he stay in Cairo for six days, he can hardly reach Zanzibar before the new year.

DECKMBER 18.

here before the 27th. Should he stay in Cairo tor six days, he can hardly reach Zanzibar before the new year.

This morning, at half-past nine, we went by appointment to visit His Highness Seyd Burghash, sultan of Zanzibar. The streets were lined on each side by his troops for a distance of 300 yards—Arabs and negrees. Some were armed with single, others with double-barrelled rifles; but the majerity had only matchlocks, on which were engraved inscriptions from the Koran in some cases, and in others heathen signs and invocations to their gods. Near the palace, lining the steps and corridors, his best troops were stationed—that is to say, his Persian. About forty places distant from these was the Sultan, with his vizier, brothers, nephews and officers. He saluted and shook hands with Dr. Kirk, with whom he appeared to be on very good terms. We uncovered, were presented, shook hands and advanced to the door of the throne room, where we halted. Then the Sultan came up with Dr. Kirk and invited us to enter. He seated himself on a chair in the middle of the room, on his right his Vizier, a frail but shrewd-looking old Arab; then, also on his right, his five brothers, seven nephews and his War Minister and Commander-in-Chief, apparently a Persian, all dressed in barbaric finery. One of the brothers was as white as any of us, the others had olive complexions. Dr. Kirk, Captain Malcolm and the other officers of the Briton were on the left. The first questions were on indifferent subjects—as to health, state of digestion, &c. Coffee and sherbet were drunk. Then the Sultan addressed a question to Captain Malcolm which required delicate diplomatic handling. The Briton had picked up the crew of the Sak King, one of the Sultan's vessels, and put them in a prize court as slaves. The Captain, when interrogated on the matter, fenced, and as he was not in command of the Other officers of the Briton ging down stairs first: the Sultan, Dr. Kirk and Captain Malcolm followed. At the foot of the stairs they passed the officers, who

rich country like England is not content to stay home, but must needs come and interfere with Africa.

SHIPPING NEWS

WHITESTONE TELEGRAPH.

The New York HERALD has constructed a telegraph line from New York city to Whitestone. LI, and the same is now open for the transaction of business.

The line will be found of great service to those having

business with vessels passing to and from the Sound and every facility will be given to merchants and others to

every facility will be given to merchants and others to communicate promptly.

As there is no other telegraph communication with Whitestone, the Herald Line will be open for all business and private messages, and the same attended to with all possible despatch.

All messages must be prepaid.

The following rates have been established:—

Private messages, twenty-five cents for ten words or less; two cents for every additional word.

Business messages—For a message of twenty words or less, to be delivered on hoard vessels off Whitestone, one deliar; five cents for every additional word. Advertisements for the New York Herald free. OFFICES.

Herald Office, corner Broadway and Ann street.

Herald Ship News Office, pier No I East River. Herald Branch Office, No 1265 Broadway. Herald Branch Office, corner Boerum and Fulton Herald Branch Omce, corner Boerum and Futton streets, Brooklyn.

Whitestone Dock, Whitestone, LI.

At the Berald Branch Offices, corner of Boerum and Fulion streets, Brooklyn, and 1255 Broadway, New York will be a bulletin of the arrival of all steamers daily.

Almanac for New York-This Day.

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE

Steamers,	Sit	ila.	Destination.	19 Broadway 15 Broadway 15 Broadway 15 Broadway 2 Bowling Green 2 Bowling Green 69 Broadway 69 Broadway 19 Broadway 19 Broadway 19 Broadway 19 Broadway 19 Broadway 25 Broadwa
Adriatic City of London Australia Weser Washington Holland Greece Wisconsin Holsatia Ealtic City of Montreal Victoria America	Feb. Feb. Feb. Feb. Feb. Feb. Feb. Feb.	8. 8. 8. 8. 12. 12. 13. 15. 15. 15.	Liverpool. Liverpool. Giasgow. Bremen. Havre. Loudon. Liverpool. Hataburg. Liverpool. Liverpool. Liverpool. Bremen.	
Nevaga. Egypt. City of Limerick Thuringia City of Paris. Oceanic. Anglia Bremen. St Laurent Wyoming.	Feb. Feb. Feb. Feb. Feb. Feb.	19 20 22 22 22 22 22 22 22 22 22	Hamburg Liverpool Liverpool	29 Broadway. 69 Broadway. 15 Broadway. 16 Broadway. 15 Broadway. 17 Bowling Green 2 Bowling Green 2 Bowling Green

PORT OF NEW YORK, FEB. 7, 1873.

CLEARED.

Steamship Canada (Br), Webster, Liverpool via Queenstown—F W J Hurst.
Steamship Australia (Br), Hedderwick, Glasgow—Henderson Bros.
Steamship Hatteras, Lawrence, Norfolk—Old Dominion Steamship Co. umship Co. ap West Ridge (Br), Wareland, Liverpool-J Hyde A. Palm Tree (Br), Bayley, London-H Sweetland & Bark Augustine Kobbe, Carver, Havre-Jas E Ward & Co.
Bark Grafitude (Br), Craig, Anjier for orders—Fredk
Spring & Co.
Schr Addie Wessels, Thompson, Bluefields (Cen America)—G Wessels,
Schr D W Sannders, Smith, Nassau, NP—Montell & Bartow. schr E A Dehart, Prakham, Baracoa-E Puig & Co.

Schr East Wind, Dowling, Cape Haytlen-W S & WG is is F Day, McBride, St Pierre (Mart)-D R DeWolf & Schr O M Marrett, Reed, Port Spain—B J Wenberg. Schr Hannah Comer. King. Port Antonio—B J Wen

Schr Ben, Davis, Wilmington, NC—E S Powell.

REPORTED BY THE HERALD STRAW YACHTS AND HERALD WHITESTONE TELEGRAPH LINE. Steamship Parthia (Br), Watson, Liverpool Jan 25 and meenstown 26th, with mdsc and 247 passengers to C G rancklyn. Feb 4, lat 43 50, lon 55, passed an Anchor line Queenstown 26th, with 1825, ton 55, passed an Arrancklyn. Feb 4, lat 43 56, ton 55, passed an Arrancklyn. Feb 4, lat 43 56, ton 55, passed an Arrancklyn. Feb 4, lat 43 18, Lochead, Liverpool Jan 23 via Queenstown 24th, with indse and 289 passengers to John G Dale. Feb 3, lat 43 13 N, lon 22 39 W. was in comp ny with a brig-rigged steamsing bound west—supposed to be the Siberia; 4th, lat 42 19, lon 56 54, passed an arranged steamship bound cast—supposed to be a gers to John G Dale. Feb 3, lat 43 13 N, lon 22 39 W, was in comp ny with a brig-rigged steamsnip bound west-supposed to be the Siberia; 4th, lat 42 19, lon 56 54, passed a brig-rigged steamship bound west-supposed to be a Hamburg steamship.

Steamship Greece (Br), Thomas, Liverpool Jan 22 and Queenstown 25d, with mole and passengers to F W J Hurst. Experienced hard westerly gales all the passage. Steamship Kathleen Mary (Br), Holman, London Jan 1, via Dartmouth 15th, with mole to H Sweetland. Took the middle passage and had strong westerly gales. Steamship Kathleen Mary (Br), Holman, London Jan 1, via Dartmouth 15th, with mole to H Sweetland. Took the middle passage and had strong westerly gales. Steamship Trinacria (Br), Thomson, Trieste Dec 29, Messina Jan 3, Falermo 8th, Valencia 14th, Malaza 17th. Glbralatar 19th and 8t Michels 28th, with mole and passengers to Henderson Bros. Experienced strong westerly winds and high soas the entire passage.

Steamship Clyde, Kennedy, Galveston Jan 29 via Key est Feb 3, with mole and passengers to C H Mallory & Set Feb 3, with mole and passengers to Murray. Additional Clydes of Galveston; Jac, lat 25 08 N, lon 86 15 W, steamship Emily B Souder, hence for New Orleans: 5th, 65 miles SSW of Cape Hatteras, steamship Alhambra, bound south; 6th, 1:20 AN, lat 28 15 N, lon 8 5 W, steamship Emily B (1:20 AN, lat 28 15 N, lon 8 5 W, steamship Fan Jachne, hence for New Orleans; 4 PM, 8 miles NNE of Flye Fathom Lightship, apoke bark Emulation (Br), from Yokohama for New York, 142 days out.

Steamship Hatteras, Lawrence, Norfolk, with mole and passengers to Murray. Ferris & Co.

Steamship Hatteras, Lawrence, Norfolk, with mole and passengers to the Old Dominion Steamship Co.

Steamship Volunteer, Crossman, Philadelphia, with mole to J Lording.

Yarmouth, NS, 8 days, in ballast, to Boyd & Hincken, Had variable weather. The Edgar is anchored at the Southwest Spit (or orders, Bark Wilhelm Foss (Nor), Thorsen, Liverpool 66 days, with coal to Bird, Ferkins & Co; vessel to Funch, Edye & Co. Took the southern passage and had fine weather; has been 14 days west of Besmuda.

Bark Luis Gambiaso (Ital), Gervasio. St Domingo City 25 days, with Iogweod, &c. to F Marquise. Has been 10 days north of Hatteras, with strong NW and NE gales.

Bark Richard Fearse (or Windsor, NS), Barkaby, Milk River, Ja, 17 days, with logwood to G Wessels & Co. Had fine weather. Left no vessels.

Bark Apolo (Sb), Perez, Havana 14 days, in ballast, to Laisas & Co. Had strong NW and NE gales.

Brig Nellie Ware, Ashbury, Clenfuegos 17 days, with sugar to Laisas & Co; vessel to J O Ward & Co. Had fine weather.

schr W J Parks, Bogart, Darien 7 days, with lumber to naster. Is bound to Boston.

Passed Through Hell Gate.

umber, Schr M E Graham, Graham, Portland for New York, with lumber. Schr Julia A Gamage, Pitcher, Rockland for New York, with lime to order.

ork. Schr Ann Dole, Bunce, Providence for New York. .

Steamship Franconia, Bragg, New York for Portland. Steamship Glaucus, Bearse, New York for Boston. Steamship Bolivar, Lawson, New York for New Lon-Ster Bonny Boat, Kelly, New York for New Haven, Steamer Delaware, Smith, New York for Norwich,

SAILED.

Steamship Canada, for Liverpool; shios British Army, o.; Civilta, Antwerp; barks Mercurio, Cork; Vesta, Roterdam; Suez, Cork; brig B Inginac, Port au Prince.

The Herald Almanac. whose great issue of 1873 is now reasy and procurable at all news stands, is a work of special interest to the whole snipping community of the great commercial port of New York; to all captains of vessels of United States or for-eign bottoms; to pilots in every principal seaport of the world; to the navigator and the mariner in whatsoever direction they steer, outward or homeward bound; to the trader and seaman on the deep and often tempest-visited waters of our great inland lakes and rivers. To the "Mariners' Guide," collated from the columns of the NEW YORK HERALD AND never before published for ready reference and information, till it formed one of the spe-cialties of the Herald Almanac, are added to the great ciatues of the HERALD ALMANAC, are added to the great issue of 1873 cyclone and hurricane charts of the tempests that so frequently sweep over the seas of the Northern and Southern Hemispheres, with directions how to avoid their influence and escape their dangers; caution ary and weather signals of rare value; tables showing the time of high water at all the principal ports of the United States; depth of water on the bars of the principal cannot be sufficiently in the control of the capture carriers. sels; code of fog signals: change and description of lighthouses and lights, buoys, &c. &c, on all the coasts of the world. The HERALD ALMANAC is sold at the nominal

price of 25 cents, at which price it is sent free by mail to Marine Disasters.

New York (see news columns).

Steamship C W Lord, from Philadelphia for Savannah, before reported but back leaky, has been taken on the dock for examination and repairs.

Steamship Sir Francis—The wreck stuff sold from the steamship Sir Francis—The wreck stuff sold from the steamship Sir Francis, from Liverpool for Boston, wrecked on Hampton Beach, was only that which had been landed on the beach. The hull, with about 1000 tons bar iron, was not sold.

iron, was not sold.

Stramship Kerecca Clypp, Childs, at Baltimore 6th from Wilmington, NC, reports having passed a brig ashore 10 miles south of Faise Cape, in the same position she was in when Capt Childs passed her on the outward voyage. Her yards were all sent down, and the wrecking attanet B & J Baker was 2 miles south of her working at another wrecked brig—the British brigs Faugh a-Ballagh and McFarlane, previously reported.

Surp Messagers at San Prancisco Jan 20 from New

ling steamer B A J Baker was 2 miles south of her working at another wrecked brig—the British brigs Faugh-aBallagh and M McFarlane, proviously reported.

Shir Massakger, at San Francisco Jan 29 from New
York, experienced very heavy easterly gales off Cape
Horn and shifted cargo.

Shir Jasoore (Br), from New York for Liverpool, before
reported abandoned at sea registered 365 fons, and was
built in 1870 at Windsor, NS, whence she hailed. The J's
cargo consisted of 28,450 bushels corn, 1,500 bbls flour,
72,000 staves, 215 loss cedar and 239 bbls rosin.

Shir Tuscarora—The following is the report of the
steamer Barton, Irwin, of and from Glascow, at Valencia:—At 10 AM on the 3th Inst. Cape Roca bearing 8th by
E, about 10 miles off, blowing a fresh gale from the southwestward and a heavy sea running, saw a ship standing
in for 11 land under a press of sail and ensign
in for the land under a press of sail and ensign
in the standard of the stand

from southwestward.

Ship Haze, at San Prancisco Jan 29, from Brashear City via Key West and Falkland Islands, reports Sent 29, lat 38 10 8, lon 75 30 W, during a heavy gale, twisted rudder head badly, and put back to Port Stanley, where she arrived Oct 5, repaired and sailed. Nov 8 for destination. Experienced very heavy weather thence to lat 208 in the Pacific. Sehr Flying Fish, from South Shetland Islands, sailed in company with the Haze, having been in port areas and the sailed of the service of the sailed of t

BARE CORT ADLER (Nor), Larsen, trom Baltimore Jan 30 for Dublin, was ashore 6th inst, in Craighill channel, but was got off same day.

Bang E McLEOD (Br), McLeod, at Halifax Feb 2 from New York, experienced a succession of heavy gales the entire nessage; smashed galley and forward house, slove boat, and lost and split sails, and set the vessel to leaking shebity.

(logs), without marks, have washed saltore on this coast

Baiston. (?iii), Jan 22—The three-masted schooner Peg-yy (of Salecombe). Reeve, from New York, via the Mun-es, arrived here to-day, and reparts having encountered rightful weather in the Atlantic, during which she lest oremast, buiwarks, stanchlons, boats, saits, &c. perished.

The schr Gecan Lilly, Walters, from Pictou for Matanzas, which had been lying in Dover for some time, put back to this nort, and during the gaie of Tuesday dragged ashore. She is now affoat, but leaking.

GRAVERSND, Jan 23—The Tintern, from London for Pensaciola, has but back with loss of anchors and damage to windlass.

windlass.

GLOCCESTER, Feb 6—Three Gloucester vessels were lost during last month—the Addison Gibert, Franklin A, and Geo Steele—a loss of 184.13 tons in tonnage and \$16,000 value; insurance, \$24,000. The Maud Miller was siso stranded in Boston harbor, but subsequently got off. One man was drawned. HALIPAL NS, Feb 7—The French schooner Stelle arrived to-day from St Pierre, Martinique. Endeavored to put back after losing sails and head gear, but was blown off; was 18 days out, and passed through a large quantity of field ice.

of field ice.

Postfileven, Jan 29—Hundreds of American deals, from 7 to 24 inches wide, and all 3 inches thick, have washed ashore along the coast for many miles. They are in good condition, but on the rocky parts they are smashed to pieces. Portions of a large vessel have also come ashore, viz, mast, yards, beams, portions of bulwark, deck house, ac, and the stern of a boat with no name. A few pieces of American oak and birch are also washing ashore, but without marks or numbers.

The purser of the steamship Parthia, from Liverpool, has our thanks for courtesies.

American Lloyd's Universal Record of Shipping—The

works received from 1885 and particular to that it contains a list of 142 vessels or all classes and nationalities, surveyed in different ports of the world. This register was established in 1857, and is accepted by the underwriters in the United States as the standard reference for American shipping and foreign shipping visiting American ports.

The iron steamship Maryland, lately of the Baltimore and Charleston line, has been sold on private terms. It is understood the purchasers are a Havana company, largely engaged in the cattle trade between Cuba and Texas. The Maryland was formerly the Coqueite, and was famous in the annals of blockade runners during the late war.

BRISTOL CHANNEL—WRECK IN CARDIFF ROADS.

Notice is hereby given that a green buoy, marked with the word "Wreck" has been placed about 25 fathoms NW by W from the brig Captain Hawthorn, sunk in Cardiff Roads.

Roads.

The buoy lies in 5 fathoms at low water spring tides, with the following marks and compass bearings:—
Flatholm lighthouse, S by E.
Fenarth church, N.
South end of Sully Island, W by N.

MEDITERRANEAN—COAST OF ITALY—TEMPORARY LIGHT-VESSEL AT NAPLES.

The Italian government has given notice that the light formerly on the end of the new mole was blown down by the storm of Dec 4, 1872, and that it is temporarily replaced by a light-vessel, showing two vertical lights on a mast 27 feet above the level of the sea. The upper light is white and the lower one is red, and both may be seen from a distance of about two miles. By order of the Bureau of Navigation.

B. H. WYMAN, Commodore USN, Hydrographer. Hydrographic Office, Washington, Dc, Jan 18, 1873.

Whalesmen.

Whalemen.

Whalemen.

Arrived at New Bedford Feb 6, bark Wm Gifford, Baker (late Veeder, left at Tabiti), Facific Ocean, San Francisco Aug 10. Juan Fernandez Oct 22, Falkland Islands Dec 2, with 920 bbls sp and 30 do hpbk oil. Sent home on the voyage 250 bbls sp oil. Reports, spoke 25th, lat 4 8, lon 112 W, bark Selah, Howes, FH, nothing since leaving Paita; Dec 8, lat 47 5, lon 58 W, ship St George, Knowles, NB, nothing since leaving Payal.

Steamship San Jacinto (Br), from Liverpool for Galveston, Jan 19, off Indian Key,
Bark Wilhelm (Nore), from Barcelona for Pensacola,
Jan 2, lat 30, lon 18,
Bark Spirit of the Dawn (Br), Nixon, from Liverpool for
San Francisco, Jan 3, lat 32 N, lon 16 W,
Bark T F Whiton, Blanchard, from Androssan for Bombay, Dec 18, lat 9 S, lon 34 W.
Brik Anita Owen, from Baltimore for the West Indies,
Jan 27, lat 29 44, lon 73 47.

ANYWERF, Jan 19—Sailed, Vanderland (a), Vanderheyden, Philadelphia (and lett Flishing Roads on the 20th); 22d, Traveller, Scott, New York.

BMSTOL (Fill), Jan 22—Arrived, Peggy, Reevea, New York.

In Kingroad 23d, Galeon, Goudex, from Eew York for Gloucester.

BROUWERSHAVEN, Jan 29—Arrived, Ebenezer, Dahl, New York; Francis Bourneur, Olives, Savannah; Seaman, Tradwell, do, Cordova (a), Reynolds, New Orleans; Surbiton (a), Christie, New York; 22d, Vanguard, Nichol, Mobile; Rhein (a), Meyer, New York; 22d, Vanguard, Nichol, Mobile; Rhein (a), Meyer, New York; Bourkaux, Jan 18—Arrived, Kronprinzen, Culberg, Philadelphia.

BARCELONA, Jan 19—Arrived, Petrino, Lauro, New York; Bist, Angelita, Pages, Savansah; Enrique, Oliver, New Orleans; Timoteo III, Maristany, do; Angela, Liuhi, do; Samboyana, Roldos, Savannah; Publia, Guardiola, do; Santonieta, do.

BATATIA, Dec II—In port ship Matador (NG), Stenzel, Grandardaya, to load for Boston; Dora, for the United States.

HATAVIA, Dec II—IN port amp minutes for the United States.

Cork, Jan 22—Arrived, Adelfi, Moras, New York.

Campirr, Jan 20—Entered for ldg. Jonathan Chase.

Chase: Welkin, Snow, and Sunshine, Richmond, Havana;
Acadia, Eddrup, New York; 21st, Jas A Wright, Morrison.

Home Kong; 22i. Bessie Parker, Pitmen, New York;
Aurora, Audresen, New Orleans.

Sailed 22d, Carpione, Sturiese, Galveston.

Cuxhaven, Jan 22—Arrived, Hammonia, Voss, New York

CURHAVEN, Jan 22—Arrived, Hammonia, Voss, New York.

CETTE, Jan 16—Sailed, Carlo Johan, Clausen, New Orleans.

CONSTANTINOPLE, Jan 7—Arrived, Suppleich, Plagens, New York (and cleared 8th for Odessa).

CADIS, Jan 17—Arrived, F J Merriman, Lecraw, New York.

CAYENNE, Jan 6—In port schr Golden City, Saunders, from Saiem, arrived 4th.

DEAL Jan 21—Arrived, Catharina, Jacobsen, and Ida, Morris, from London for Pensacola (and anchored): 23d, Plora, England, Pensacola for London (and proceeded).

Sailed 23d, Liverpool, Lambert, from London for New York.

Satied 23d, Liverpool, Lambert, from London to York.
Passed 24th, Agenoria, Ponce, from Shields for Pensacola, and landed pilot.
Bushis, Jan 23-Sailed, Laboramus, Here, Philadelphia.
Arrived to Jan 23, Kate Burrill, Blauvett, Baltimore.
Arrived 24th, St. Agnello, Philadelphia.
Falsouth, Jan 21-Sailed, Mary Wiggins, Mosher, New York.

York.

Arrived 2d, Ueland, Tallaksen, New York.

GRENDOK, Jan 23-Sailed, North America (a), Scott,
Portland: Container, Lord, Pensacola: Brookville,
Thomson, New Orlean,
Ilotynkap, Jan 21-Arrived, Jupiter, Jacobson, Liverpooi for New Orleans.

Sailed from New Harbor 2dd, Archibald Fuller, Kite.
San Francia, New Harbor 2dd, Archibald Fuller, Kite. HOLYHEAD, Jan 21—Arrived, Jupiter, Jacobson, Liverpool for New Orleans,
Sailed from New Harbor 23d, Archibald Fuller, Kite,
San Francisco; 24th, Jupiter, Jacobsen, New Orleans;
Hudson, Nicholas, Philadelphia; Koomar, Waycott, New
Orleans; Hermine, Hiscock, Fortund; Obey, Bisson,
Galveston; Belgravia, Bell, New Orleans; Copena, Watson, do; Amphirite, Wiekander, Fhiladelphia,
Havke, Jan. 20—Arrived, The Queen (8), Andrews, London (and cleared for New York); 21st. Francis P Sage,
Urquhart, New Orleans.
Cleared 20th, Flora Goodale, Goodale, Cardiff and
United States; 21st, Grabam's Foliy, Burgess, Tybee
Hartisene, Dunham, Bordeaux and United States.
Sailed 21st. Legislator (8) Thomas, Havana and New
Orleans.

Torinith, scaman, of England, aged 26, and Chas Caulsor, of Sweden, aged 28, also seaman, were washed overboard and drowned. Capt Kelly states that at the time the men were washed overboard the gale was at its height, and that although he and his officers and crew did all in their power to save them, their efforts were of no avail. The effects of the unfortunate men are in possession of Capt Kelly. The men were all shipped in Baltimore.

Scan Edwin Reed—The schr Addic M Bird, at Boston 7th, brought the crew of the schr Edwin Reed, from Baltimore tor Boston, with coal, which vessel was discovered on the 2n land, of miles from Smith Island, in a help-less condition, with loss of both masts from a collision with an unknown self—Hor officers concluded to abandon her, as there was no hope of getting her into port.

Scan Kathastic, Chase was run into 7th inst by steamer City of Newport, while lying off Prudence island, carrying away schr's stern.

Schra Kathastic, Chase was run into 7th inst by steamer City of Newport, while lying off Prudence island, carrying away schr's stern.

Schra Kathastic, Chase was run into 7th inst by steamer City of Newport, while lying off Prudence island, carrying away schr's stern.

Schra Kathastic, Chase was run into 7th inst by steamer City of Newport, while lying off Prudence island, carrying away schr's stern.

Schra Kathastic, Pradiction, Carrying high character of the control of

Neptune, Spencer, New York: Balic (s), Kenaedy, do; Eber, Gurich, do; Erik (s), Carl, Philadelphia; 22d, Thomas Cochran, Smith. Boston: City of Brooklyn (s), Tibbetts, New York; 23d, Swallow, Bicknell, do; Egypt (s), Grogan, do; Hermon, Minon, San Francisco; 24th, Falke, Boi, New York; Owero, Anderson, Philadelphia; James Jardine, Roberts, Savannah.
Lobdon, Jan 21—Arrived, Lile, Gaswell, New York; 24th, Erin (s), Lawson, do (and entered out to return). Cleared 21st, Isaac, Vidos, Newcastle and New York; 22d, Diana, Jonassen, Philadelphia; 25th, Topgallant, Phillip. New York. r Prieste.
Salled Ilih, Italia (s), Greig, New York; 13th, Virginia Statord, Cury, New York; 14th, Carrie Bertha, Mass, do; Abdel Kader, Sparrow, Boston, Mille Rivers, Ja, Jan 21—sailed, brigs J C Clark, Moore, ew York; Mariposa, Philadelphia.
Newroar (Mon), Jan 22—Sailed, Jessie Mildred, Main; San Francisco; 19th, Lookout, Wiggin, do.
Oronto, Jan 18-Arrived, Paquete de Nova York,
Oronto, Jan 18-Arrived, Paquete de Nova York,
Quernstown, Jan 21-Arrived, Magnus Lagabeter,
Bergh, New York; 22d, Amaranth, Von Hagen, Savannah
for Bremen; Lochiee, Boig, Cephalonia for New York
(see Disasters); 23d, Midlothian (9, Thompson, Liverpool
for Philadelphia (and sailed).
Sailed Feb 7, steamship Cellic (Br), Thompson, New York,
ROULE, Jan 21-Sailed, Laura, Cadero, New York;
Maria, Mayona, Savannah. ona, Savannah. R. Jan 16-Arrived, Victoriano, Mendezona Philadelphia.

SOUTHAMPTON, Jan 22—Arrived, Baitimore (s), Fisher,
Bremen (and left for Baitimore.)

STANLEY, FI. Nov 8—Sailed, schr Flying Fish (of New
Lonion), Church, South Shetland Island (had been in
port for repairs since Oct 5).

ST JOHN, NB, Feb 5—Arrived, bark C S Rogers, Dickinson Baston.

MOTE. CHUZ, Feb 4—Sailed, steamship City of Merida, Timmerman, New York via Havana, Watzaroan, Jan 23—Arrived, Northumbrian, Pigge, Philadelphia. American Ports.

American Ports.

BOSTON, Feb 6-Arrived, brigs Jacinta (Br), Hillier, Ciontuegos; schra Magzie (Br), Long, Labrador via Hallfax; L M Jenkins, Jonkins, Virginia-Berte O Mies, Graham, and John M Ball, Cahoun, do; Emma A Higgins, Higgins, do; Florence I Lockwood, Williams, Ballimore, Below, brig Timothy Field, from Hobeken; schra Emeline, from St Marc; Daniel Pierson, from Savannah; Sarah H Sharp, from Baltimore; Darius Eddy, from Hoboken for Rockland; Nathan Cleaves, O G Crosby, E A Higgins, Armida 1/211, and M C Fiske, supposed constwise ports.

EA Higgins, Armida Pall, and M C Fiske, supposed coastwise ports. Cleared—Steamers Olympus (Br), Gill, Liverpool; barks Gilde, Cloutman, Zanzibar and a market; Prarie Bird, Hawkins, New Orleans; sort Wm R Drury, Thompson, St Mary's, Ga.

Also cleared, steamers Lord Clive, Urquhart, Liverpool; William Crane, Howes, Baltimore; schr M J Chadwick, Crowell, Norfolk, Va, via Wood's Hole.

Sailed—Steamers Olympus and Wm Lawrence. 7th—Arrived, steamers Siberia, Liverpool; Flag, Charleston; Achilles, Baltimore; barks Azella, Smyrna; Johannes & Emelle, Gottenburg; Oder, Turk's Island; brigs Pitho, Malaga; Lizzie J Bigelow, Surinam; Timothy Field, Hoboken; schris Emeline, St Marc; Lucy Holmes, Miragoane; David Pierson, Savannah.

Also arrived 7th, steamer Saxon, Philadelphia; bark Florence, Charleston; schris Alice Merrick, Gonaives; B W Hill, Irom New Orleans; Prescott Hazeltine, Jacksonville. ville.

BALTIMORE, Feb 7—Arrived, bark Kings County (Br), Overton, Swanses: brig Amelia (Br), Deal, Sants Elenor, River Parana; schr H N Squire, Loston, Below, bries Echo, McCahan, from Rio Janeiro via St Jamesos, from Orchilla.

Cleared—Brig Chattanoga, Clemente, West Indies; schrs Geo H Mills, Tillotson, New York: Brandwine, Schrs Geo H Mills, Tillotson, New York: Brandwine, Adams, Hoboken; J E Sandford, Westgate, Boston: Samuel C Hart, Kelly, New Haven; C C Bearse, Blaisdelk, Savannah.

Sailed—Bark Marinus, Cork; brigs Gilpis, Bristol, El J A Cheney, Rio Janeiro; Mississippi, Demerara.

Sailed —Bark Marinus, Cork; brigs Gilpis, Bristol, El J A Cheney, Rio Janeiro; Mississippi, Demerara.

Sailed 5th, barks Cort Adler, Dublin, I; Walo, Cork; bris Jolunt, Queenstown; soft W E Duryea, Martinique. Bull, L River, Sc., Feb 3—Sailed, bark Teresita (Br), Atkin, Europe; Pepifa (Sp), Escoto, London.

At the Lighthouse—Barks Anns (Ital), Rozzano, fos Plymouth, E; Fercopore (Br), Ritchle, for London, In port bark Yumuri (Br), Bevan, tor London, ready, BELPAST, Jan 31—Arrived, 8 S Day, McParland, Baltimore; Lillian M Warren, Pickering, do.

Sailed Feb 1, schrs John Wentworth, Lewis, Wilmington; Abbott Devereux, Rich, do.

BRISTOL, Feb 5—Sailed, schr Hattle M Howes, Howes, Cuba.

CHARLESTON, Feb 7—Arrived, steamer Charleston CHARLESTON, Feb 7—Arrived, steamer Charleston, New York; schr Anna Sheppard, do. EASTFORT, Jan 28—Arrived, schr Z A Paine, Jones, New York RASTFORT, Jan 28—Arrived, schr Z A Faine, Jones, New York, GALVESTON, Jan 31—Cleared, bark Lindo (Br), Green, Liverpool; Media, Thornton, Bremen.

GEORGETOWN, SC. Jan 30—Arrived, schrs Isabella, Eisher, New York; Feb 2, Jessie B Smith, Williams, Eisher, New York; Feb 2, Jessie B Smith, Williams, Charleston; Anna Leland, Homan, Martinique; Knums Darlancy, Eiwell, Salem; R K Vaughan, Thompson, Darlancy, Eiwell, Salem; R K Vaughan, Thompson, Likabach City, Likabach City, Likabach City, Likabach City, Chas Wesley, for Baltimore, and schr Erl, for Guadaioupe, ready for sea, waiting for screw.

crew.

KING'S FERRY, Pla, Jan 15—Arrived, bark Maggie M
(Br), Mitchell, Providence.

KEY WEST, Jan 24—Cleared, schr E J Palmer, (Br), Mitchell, Frovidence,

KEY WEST, Jan. 24—Cleared, schr E J Palmer,

KEY WEST, Jan. 24—Cleared, schr E J Palmer,

Stevens, New York; 28th, brig Tropic Bird, Congrove,

Pensacols; 30th, ship Leone (Fr), Lemercier (from New

Orieans, having repaired), Havre,

NORFOLK, Va, Feb — Cleared, steamer Candian (Br),

McKenzie, Liverpool.

NEWPORT, Feb 5, PM—Arrived, schrs Commerce,

Torrey, and S M Tyler, Phelps, Providence for New

York. York.
Salied—Schrs George G Jewett, Patterson, St John, NB, for New York: Transit, Rackett, Gloucester for do; Franklin Pierce, Pilandon, Providence for do; Elia, Humphry, Fordand for do; Wild Pigeon, Endicott, Baltimore for Boston; Benjamin Oliver, Virginia for do.
PHILADELIPHIA, Feb 5—Arrived, bark Olivo (Aus). Bonomod. Pernambuco; schrs Wm L Abbott, Ludlam, Jacksonville; J M Fitpatrick, Smith, do.
Cleared—Steamship Gulf Stream, Hunter, Providence; brig Riverside (Br). Neville. Dublin; schr Jos Maxfield, brig Riverside (Br). Neville. brig Riverside (Br), Neville, Dublin; schr Jos Maxfield, Davis, Providence via Newcastle.
PORTLAND, Feb 5—Arrived, steamer Chesapeake, Mangum, New York.
Salied—Bark Sarmiento; brig J H Dillingham; schrs Mary A Harmon, E E Stimpson, E H Furber, A Harmond, Starlight, Isis, Venus, Alligator, Percy, Nellie H, AS Emery, Mary F Pike, Swallow, H F Blaisdell, and

ASEmery, Mary F Pike, Swailow, H P Blaisdell, and others.
6th—Arrived, schrs J W Allen, Doane, Mobile.
Cleared—Schrs Quoddy, Fanning, Cardenas; Lucy K Corgswell, Lee, New York.
PROVIDENCE, Feb 6—Arrived, schrs Etta E Sylvester, Goodspeed, Virginia; Titmouse, Handren, do: N H Skinner, Haines, Baltimore; Aunie J Russell, Miller, Manhaitanville: Mary Farrow, Small, New York.
Salied—Schra Hilance, Nickle, Philadelphia; Nathaniel Chace, West, Virginia; Wm Arthar, McDuffle, Baltimore,
RICHMOND, Feb 5—Arrived, schr A M Aldridge, Nickerson, New York. RICHMOND, Feb 5—Arrived, schr AM Aldridge, Nick-erson, New York.
Sailed—Schr Henrictta Simmons, Godfrey, New York
via Drewery's Bluff.
ROCKLAND, Feb 3—Arrived, schrs Sardinian, Hol-brook, New York.
Sailed Jan 30, schrs C L Hix, Gray, New York; Feb 2, H
C Thomas, Gregory, do; Susanna, Woodman, do; E Ar-Salied Jan J. Schrs C L. Hix, Gray, New York; Feb Z, R C Thomas, Gregory, do; Susanna, Woodman, do; E Ar-cularius, Gregory, do; O Jameson, Jameson, Richmond. SAN FRANCISCO, Jan 29-Arrived, ships Haze, Wil-kinson, Brashear via Port Stanley; Art Union (Br), Tre-noweth, Probolinzo. Sailed-Bark Jupiter (Br), Ritson, Livernool. Feb 4-Arrived, ships Highlander, Williams, and Sea-Witch, Baker, New York. SAYANNAH, Feb 7-Arrived, steamships Leo, Dear-born, New York; Alhambra, Boston; Cld, Havana. Cleared-Bark Brazil, Montevideo; brig Jonen Car-mellta, Matanzas. Sorn, New Jones Brazil, Montevideo; brig Jouen Car-Cleared—Bark Brazil, Montevideo; brig Jouen Car-melita, Matanzas, Sailed—Ship Kate Troop, Liverpool; schr A E Glover, Salemonijie.
Salem, Feb 4—Arrived, schr Juno, Pedrick, Cayenne.
STONINGTON, Feb 6—Arrived, schr Maria Barber, SALEM, Feb 4—Arrived, schr Juno, Pedrick, Cayenne.
STONINGTON, Feb 6—Arrived, schr Maria Barber,
New York.
VINEYARD HAVEN, Feb 6—Arrived, schrs Athlete
(Br), St Domingo City for Boston; Five Sisters, of Machias (had put back on account or the death of the Captain,
Creighton, and the sickness of the mate,
but expected to leave in four days for Boston);
J B Austin, and J B Purber, Portland for Baltimore; T J
Tarton, Portsmouth, for do; Rebecca Florence, Boston
for do: Jass Bilss, do for Wilmington, NC: Rachel S Miller,
Pertland for Philadelphia; Carrie L Bitz, Inchester for
New York; J H Robinson, Gloucester for do; J V Vellington, Portland for Baltimore.
Passed by—Brigs Success (Br), and Lizzie G Bigelow,
from Surinam for Boston; schr do;
Salied—Schro Capter Haymond.
Salied—Schro Capter Haymond.
Salied—Schro Reckland for New York; Oliver James
Soun, from Gorkelmond.
Salied—Schrs R C Thomas, Oliver Jameson and E Arcularius, from Gorkelmond.
Salied—Schrs R C Thomas, Oliver Jameson and E Arcularius.
Passed by—Schrs E E Stimpson, Portland, for New
York.

MISCELLANEOUS. -SOLUTE DIVORCES OBTAINED FROM DIFFER

A BSOLUTE states, legal everywhere; desertion, &c., sufficient cause; no publicity required; no charge until divorce is granted; advice free, M. HOUSE, Attorney, 130 Broadway. A BSOLUTE DIVORCES OBTAINED FROM COURTS of different states; legal everywhere; no publicity; no fees in advance; advice free; commissioner for every state.

PREDERIOK I, KING, Counsellor-at-Law, 363 Broad way.

A.—HERALD BRANCH OFFICE, BROOKLYN, corner of Fulton avenue and Boerum street.

Open from S.A. M. to 9 P. M.
On Sundas from 5 to 9 F. M.

NELATON-THE GREAT FRENCH SURGEON, RE-lieved the Emperor Napoleon with mineral spring water, instead of the dangerous operation; the Rethesda Spring Water cures all such cases by dissolving the Stone and Gravel, and is a specific in disease of the Liver and Genito Urinary Organs, Indirection and Constipation. Dr. BEATH, Agent, 200 Broadway, New York.

Dr. HEATH, Agent, 200 Broadway, New York.

THE BRAIN

Is the iountain head of all sensation, and governs
and controls the muscles and organs of the body through
the nervous system. If the vitor of the brain is immired
by age, disease, everwork or othercause the sympathetic
nerves, which all centre on the brain, became debililated, and, through the nerves, the stomach, heart,
lums and liver become weakned and disease, causing
the development of Consumption, Dyspepsia, indigestion,
fleat Disease, Liver Compiaints, Nervous benitty, General Exhaustion, Loss of Appetite and you and a General Prostration or the Vital Forces and Powers, with all
their attendant evils. Unless promit measures are taken
to stimulate and invigorate the brain and nervous centres death is certain to ensue.

PHOSPROKUS is the live of the brain and nervous system—its indispensable chemical food, Supply this fife-